

Las Vegas Age

Las Vegas, Clark County, Nevada.

CHARLES P. SQUIRES, EDITOR

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CLIMATOLOGICAL DATA OF INTEREST TO CLARK COUNTY

The following data compiled from the records of the 36 weather stations in the state may be of interest, especially to our readers who are property owners or who are contemplating making this their home but who, as yet, have not experienced any of our weather at first hand.

November was a cold month with 129 per cent of the normal precipitation, about the normal sunshine and somewhat less than the normal wind movement. The daily mean temperature was below normal during the entire month, with the exception of a moderately warm period which extended from the 16th to the 19th. The lowest temperature recorded was 8 degrees below zero at Battle Mountain on the 23rd and the highest was 36 degrees above at Logandale on the 14th. Precipitation was moderately heavy in the northeast one-third of the state and the extreme west portion. It was generally light from Pershing county southward to Clark county. More than one inch fell in the mountain district and Tahoe recorded 2.75 inches.

The weather was mostly favorable for outdoor activities. The monthly mean for the state was 36.8 degrees above. The greatest daily range was 58 degrees at Millette on the 26th and Rye Patch on the 25th. The highest monthly mean was 52.8 at Las Vegas, and the lowest 30 degrees at Gerlach.

The average precipitation for Las Vegas was .23 inches.

The station at Las Vegas which is in the Colorado basin reports as follows for the month of November: Elevation 2,033; mean tem. 52.8; highest tem. 76 on the 11th; lowest tem. 29 on the 6th. Greatest daily range 46. Precipitation .23. Snow

fall 6. Clear days 18. Partly cloudy 12. Cloudy 2.

The record for December gives Las Vegas a maximum of 79 degrees on the 23rd and a minimum of 28 degrees on the 8th and the 31st.

The Las Vegas maximum, minimum and 5 p. m. temperatures for the month of December are given in the table below.

Dec.	Max.	Min.	5 p. m.
1	58	34	47
2	60	36	52
3	70	40	57
4	68	40	55
5	67	56	54
6	66	38	58
7	63	30	52
8	65	28	42
9	64	32	46
10	64	34	54
11	66	36	52
12	65	35	50
13	66	37	49
14	64	37	59
15	70	38	45
16	71	40	47
17	70	38	41
18	68	35	43
19	70	36	44
20	69	31	42
21	70	37	45
22	74	33	42
23	79	29	44
24	76	35	44
25	70	40	42
26	67	36	47
27	69	34	45
28	72	36	40
29	76	38	42
30	68	30	48
31	61	28	30

As to the amount of sunshine there were 6 days classified as cloudy, 19 partly cloudy and 13 clear.

WHAT RED RADDS DON'T DO

Radicalism never cleared a farm of rocks or stumps, never planned or constructed a railroad, never launched a merchant fleet, never opened or operated mines for the production of useful metals, never developed latent water power, never created a new industry, never provided employment for labor, never successfully operated a factory, never established a dependable banking system, never built a city or added to its beauty, never endowed a great university.—Winnemucca, Nev., Silver State.

Advantages of the "Gasoline Tax"

As Presented To
THE LAS VEGAS NEVADA CHAMBER OF COMMERCE

By Leslie R. Saunders, Executive Sec'y

The following statement does not purport to be anything like a complete presentation of the advantages of the so called Gasoline Tax, but is intended merely to bring out a few of its salient features and present such facts as are incontrovertible in the hope that sufficient public interest will be awakened to bring about a full consideration of the subject.

The Gasoline Tax has been levied in eighteen of the states of the Union up to date and only one of these states, Florida, has discontinued the collection of this tax. The amount of the tax imposed has ranged from 1c to 2c per gallon and is now being collected in all of these states. The moneys derived being applied to the maintenance and upkeep of highways.

It is understood that Colorado has recently passed a bond issue, through the provision of which, the gasoline tax will be used to pay the interest and retire the bonds on this new issue.

The Honorable Sam A. Koser, Secretary of State, of Oregon, in a recent letter made the following statement:

"Here in Oregon the Gasoline Tax law is, I believe, generally considered a success and is an equitable measure of the use of the highways by motor vehicle owners and operators and therefore returns a just compensation to the extent that each motor vehicle owner uses the roads of the state."

This law was first passed in Oregon in 1919 and imposed a tax of 1c per gallon on gasoline and 1/2c per gallon on distillate and provided for no exemptions whatever. Another act was passed in 1921 imposing a tax of 1c per gallon on both gasoline and distillate, but providing for refund of the tax paid on purchases used for other purposes than in the operation of motor vehicles.

The experience of Oregon only serves to confirm the opinion generally held that a gasoline tax law in order to be equitable must provide some means for exempting the purchasers of gasoline and distillate, who use it for purposes other than the operation of motor vehicles.

Since March 1919, the State of Montana has had a statute which provides for both an automobile tax and a gasoline tax and it would appear that such an arrangement possesses some advantages not possessed by either tax when considered separately. The object of the gasoline tax being to provide a more equitable means of raising money for highway expenditures, it would seem that the general overhead expenses incident to the registration and control of motor vehicles should be taken care of by license tax of only such an amount as would provide the funds actually necessary for the conduct of the department, thus leaving the funds collected from the gasoline tax intact for highway purposes.

In some localities, a considerable discussion has come up as to the manner of spending the money derived from the gasoline tax. Some claim that the money derived from a tax of this kind should be applied entirely to maintenance of roads; others claim that, inasmuch as all highway expenditure is made for the purpose of affording transportation to the vehicles using the road, it is not an essential point whether the money derived from such taxation is spent for maintenance or construction, or both. It seems to be generally accepted in most quarters that the users of the roads should pay for their upkeep at least. Assuming that this is true, then it follows that the gasoline tax is the most equitable tax yet imposed, as it taxes each vehicle in the degree that the vehicle uses the road.

For example, in California a touring car used for business purposes may pay the same tax as the vehicle used for pleasure purposes. In the first case, the vehicle may travel as high as 100,000 miles per year; in the second case, the travel may not exceed 5,000 miles, yet each pay the same amount of money toward the upkeep of the highway. The same may be said of commercial vehicles; a 5-ton truck, under existing laws, may pay no more than a heavy touring car, yet there can be no question but that the road service rendered to each vehicle is infinitely greater in the case of the commercial vehicle.

Any discussion of the gasoline tax, naturally leads to the question of what revenue the tax will produce in any given locality. A tabulation prepared by the United States Bureau of Public Roads showing motor vehicle registrations and revenue in the United States from January 1st to July 1st 1922, shows that the average rate from a 1c tax in 13 states is \$4.90. In other words, the average annual gasoline consumption in these thirteen states is 490 gallons per motor vehicle.

As the road conditions and topography of the country in Arizona and Nevada are very similar, we will take the figures for six months from Arizona. With a total of 33,121 motor vehicles, the six months return from a 1c gasoline tax in Arizona was \$76,487.53. This would mean a six months return per vehicle of \$2.30, or an approximate average of \$4.60 per year per vehicle. On July 1st of this year the total registrations in Nevada were 10,638; at a return of \$4.60 per vehicle this would give the State of Nevada an annual revenue of \$48,934.80.

The only possible argument that can be advanced against the taxing of motor vehicles for highway purposes is in the opportunity it offers to collect money from motorists for highway purposes to such an extent as to interfere with the proper development of motor vehicle transportation. In our State of Nevada, where we have such a comparatively small mileage of railroads and practically none in the interior of our State, it behooves us to do nothing that will interfere with the rapid development of motor transportation. The development of large areas of our State is almost wholly dependent upon the perfection of highway systems and motor transportation. With this in mind, we must not follow too closely in the foot steps of other States whose development is already far advanced, or whose transportation needs are well supplied by extensive railroad lines.

The demands made upon public officials at the present time for road construction and improvement programs is rapidly exhausting all previous and existing sources of revenue and it is quite probable that if this method of taxation becomes popular, the tax imposed will continue to be made greater and greater until it will react against the healthy growth of this form of transportation. It seems certain that a small tax, if the revenues are properly expended, will not be seriously objected to by the motorists.

The question will naturally arise in the minds of many people as to whether or not the effect of a gasoline tax will be to increase the price of gasoline over and above the amount raised by the tax. Mr. C. C. Cottrell, former state Highway Engineer of Nevada and now in California, has sent out questionnaires to a majority of the states now using the gasoline tax, asking for specific information as regards this point. All of the replies received indicate that no increase of the price of gasoline was made over and above the tax imposed.

The general plan used, is to tax gasoline at its source. In other words, the wholesaler or manufacturer of gasoline pays the tax and passes it on to the retailer, who in turn passes it on to the consumer. The economy offered by this method of collecting, while not in itself a big point, is one that should not be lost sight of.

Better roads are a vital need in Nevada—the gasoline tax will be a big step towards their attainment. All together—"Let's go."

January 2, 1923. LAS VEGAS NEVADA CHAMBER OF COMMERCE.

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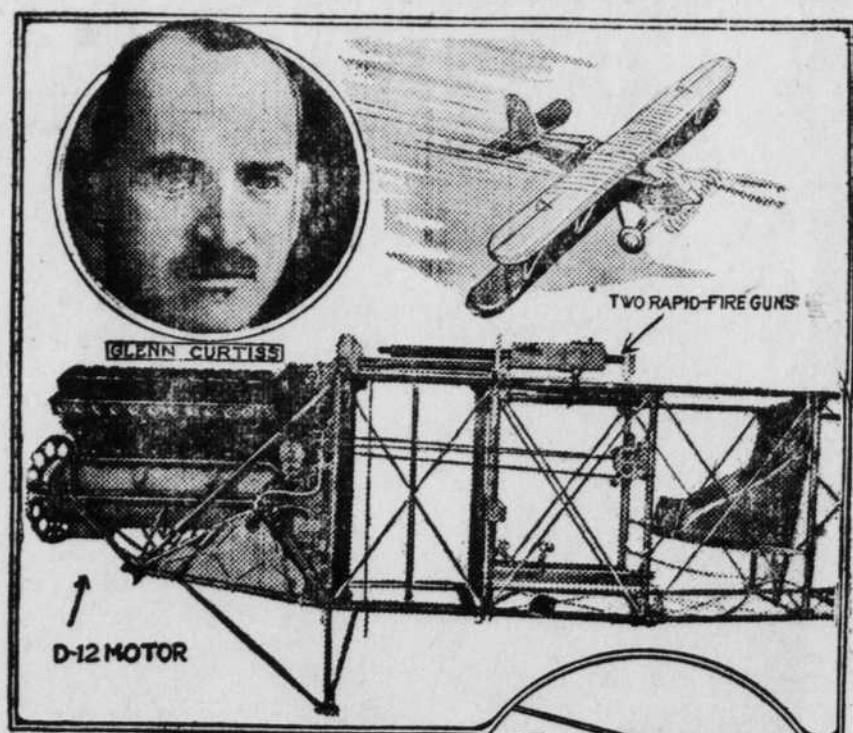
LAS VEGAS, NEVADA

POPULATION, 1922, 3,000—1925, 10,000

What It Is, Has and Does!

County Seat of Clark County, Nevada.
Headquarters U. S. Reclamation Service for Work on Boulder Canyon Dam Site.
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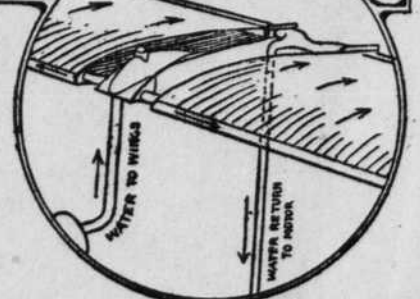
Fastest Pursuit Plane in World Gives America War Mastery of Sky



Skeleton View of New Curtiss Pursuit Plane, Showing Metal Construction.

The test performance of a new Curtiss Pursuit Plane has caused a sensation in the Army and Navy services. Ever since the Pulitzer Race at Detroit, in which a new all-American motor finished in the first four places, it has been expected that military planes of a super-type would make their appearance at almost any time. The actual performance of the first pursuit ship of a series surpasses expectation.

In many respects, this aeroplane is a departure from precedent. It uses the same Curtiss motor used in the racing ships at Detroit. It is equipped with wing radiators, the most radical advance in the art of cooling a motor since 1917, and which reduces the resistance of the air almost to zero. These features were expected. The construction, however, is said to possess, also, a new feature, in that the entire machine can be stored for a period of twenty years, if necessary,



Engine Water Is Cooled by Wing Radiation—Diagram Indicates How Water Is Pumped Through Tiny Grooves in Wing Surface.

and taken out of storage, ready to assemble and fly on twenty-four hours' notice.

This machine is also stated to be the first real fighting ship of all-American construction and design. While tests are not completed, expert opinion is that it is not only the fastest, but also the most powerful fighting ship in existence in any nation today.

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Attorney at Law
Las Vegas Nevada

C. D. BREEZE

Attorney and Counselor
Las Vegas Nevada
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